

(ESTABLISHED 1881.)

\$30 PER ANNUM.
SINGLE COPIES 10 CENTS

Intimations.

X

JAPAN  **COALS.**

THE MITSUBI RUSSIAN KALCHA

THE MITSUI BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE:—1, SUGAWA-CHO, TOKYO.
LONDON BRANCH:—4, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDING, ICE HOUSE STREET.
OTHER OFFICES:—
New York, San Francisco, Hamburg, Bombay, Singapore, Rangoon, Manila, I Amoy,
Shanghai, Chefoo, Yientsin, Swatow, Hong Kong, Port Arthur, Seoul, Utsunomiya, Yokohama,
Yokohama, Kobe, Osaka, Kyoto, Fukuoka, Nagasaki, Yokohama, Kobe, Osaka, Kyoto, Fukuoka, Nagasaki.

Karatsu, Nagasaki, Kuchinoetsu, Sasebo, Milika, Hakodate, Taipei, etc.
 Telegraphic Address: J.M.R. 5007 (A.R.C. and A.4. Codes).
 CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada, and the State
 Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamaguchi and Ido Coal Mines; and
SOLE AGENTS for Fujinotani, Hosokura, Hondo, Ichimura, Kanada, Mameda, Mannoura,
 Onoura, Otsubi, Sasabara, Tsubakura, Yoshinotani, Yoshiko, Yanokibara and other Coals.
 40) **M. KOBAYASHI**, Manager, Hongkong.

One of the most prominent Medical men of

China said:

"Where Bear Brand Milk is

Known, the public will

Known, the public will have no further complaint as to their milk.

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For Sale at

THE SAVOY,
in Queen's Road, Central, and at their Branch Store in Kowloon.

THE MUTUAL STORES,
and all its BRANCHES.

WATSON & CO., LD.,
and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907.

X

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

FOR THE RACES! JUST ARRIVED!!

A Choice Selection of EXQUISITELY TRIMMED MILLINERY, DRESSES and GOWNS, &c., &c., direct from the "Avenue de la Paix," Paris.

PRICES TO SUIT EVERYONE.

Hongkong, 5th February, 1907.

39

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 15th March, 1906.

H. HAYNES
Manager. 126

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEEN),
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.
F. E. DE BEAURE PAIRE,
(late of Australia), Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).
MACAO, CHINA.
IN THE CENTRE OF THE PRAIA GRANDE.
Capt. T. AUSTIN, R.M.R.,
(Macao).

**BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.**

**EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.**

25)

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS
(If required).
ELECTRIC PASSENGER ELEVATOR to each
floor.
TABLE D'HÔTE at separate tables.
For Terms, &c., apply to the—
MANAGER.

Hongkong, 4th December, 1905.

Wm. FARMER, Proprietor

GREENLEES, BROTHERS',

CLAYMORE RARE OLD SCOTCH
WHISKY.
\$15.00 per Dozen.
VERY SPECIAL BLEND SCOTCH
WHISKY.
\$12.00 per Dozen.

PAUL CLOUET

ROYAL ISILLERY DRY SPARKLING
CHAMPAGNE,
\$20.00 per Case 24 Pints.
SOLE AGENTS—
A. CHAZALON & Co.,
6, Queen's Road Central.
Hongkong, 1st February, 1907.

Intimation.

Powell's

ALEXANDRA
BUILDINGS.CABINET
MAKERS.BED-ROOM
SUITES.DRAWING-
ROOM
SUITES.DINING-ROOM
SUITES.LIBRARY
FURNITURE.

Section Bookcases.

Writing Desks.

Writing Cabinets.

Library Tables.

Hanging Bookcases.

FURNITURE

Suitable for Presents.

Fancy Tables.

Ladies' Work Tables,
(fitted).

Smokers' Cabinets.

Spirit Cabinets.

Card Tables.

Palm Stands.

&c., &c., &c.

Residences completely
Furnished.WM. POWELL,
LTD.,

Alexandra Buildings,

HONGKONG.

Hongkong, 15th February, 1907.

Intimations.

NOTICE.

Mr. RACHIRAM, who was acting as our Manager for some time, has from the 17th October, 1906, severed his connection with us, and the firm will not hold itself RESPONSIBLE FOR ANY DEBTS incurred by him hereafter or before.

K. A. J. CHOTIRMALL
& Co.

Hongkong, 8th February, 1907. [43]

WANTED.

PRIVATE TUITION FOR BOY in English, French, Mathematics, etc., one hour daily. Apply, stating terms, etc., to—
"S."

C/o Hongkong Telegraph.

Hongkong, 5th February, 1907. [201]

THE CHAMPAGNE HOUSE.

DEUTZ & GELDERMANN (GOLD LACK).
ESTABLISHED IN 1838 AT A Y, FRANCE.

WANTS CAPABLE AGENTS, to do Business Directly, without middleman, would deposit stock of Champagne. Write directly, with references, to the above address.
Hongkong, 21st February, 1907. [247]



SANITARY BOARD OFFICE.
HONGKONG.
TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN DIVISION of the CITY OF VICTORIA and the EASTERN DIVISION of KAU-LUNG occupied by members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of January and February.

N.B.—The word "Throughout" used in this notice means that the Houses should be Limewashed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Limewashed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street, Kau-lung is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau-mai service Reservoir to the Northern boundary of Kau-lung.

G. A. WOODCOCK,
Secretary.
Dated this 1st day of February, 1907. [238]

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that WHEELER & WILSON MANUFACTURING COMPANY, of Bridgeport, Connecticut, U.S.A., Sewing Machine Manufacturers, have, on the 1st day of October, 1906, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

1. The name Wheeler and Wilson M.F.G. Co. printed in a distinctive manner.

2. The representation of a shield bearing a monogram of the characters "W. & W." surrounded by a circular band having the inscription "Wheeler and Wilson M.F.G. Co., Bridgeport, Connecticut, U.S.A."

In the name of WHEELER & WILSON MANUFACTURING COMPANY, who claim to be the sole proprietors thereof.

The Trade Marks have been used by the applicants in respect of the following goods:—
SEWING MACHINES AND THEIR PARTS AND ATTACHMENTS IN CLASS 6.

Facilities of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 21st day of January, 1907.
DENNIS & BOWLEY,
Solicitors for the Applicants. [147]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers,
Hongkong, 2nd October, 1906. [148]

Intimation.



SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass, after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALABROCK MACGREGOR & Co., Hongkong.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell
FOR ACCOUNT OF THE CONCERNED,

on

MONDAY,

the 25th February, 1907, at 11 A.M.,
A QUANTITY OF
FURNITURE,

within the residence No. 34, Elgin Road,
Kowloon.

TERMS:—As usual.

F. KIENE,

Auctioneer,

Telephone No. 574.

Hongkong, 21st February, 1907. [89]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION;
FOR ACCOUNT OF THE CONCERNED,

on

MONDAY,

the 25th February, 1907, at 2.30 P.M., at
No. 8, Knutsford Terrace, Kowloon,
THE WHOLE OF HIS
VALUABLE
HOUSEHOLD FURNITURE,

THEIRIN CONTAINED,
Comprising:—
PLUSH-COVERED DRAWING ROOM
CHAIRS, TEAKWOOD OVERMANTELS
with BEVELLED GLASS, TEAKWOOD
EXTENSION DINING TABLES and
CHAIRS, DINNERS SERVICE, TEAK-
WOOD WARDROBES with BEVELLED
GLASS, MARBLE-TOP WASHSTANDS,
CARPETS, RUGS, &c., &c., &c.;
ALSO
One COTTAGE PIANO by M. F. Rachals
& Co., Hamburg (in Good Order and Con-
dition).
On view on Saturday, the 23rd instant.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 19th February, 1907. [242]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

on

TUESDAY,

the 26th February, 1907, at 11 A.M., at their
Sales Rooms, No. 8, Des Voeux Road,
Corner of Ice House Street,
300,000 EGYPTIAN and TURKISH
CIGARETTES,
in Packets and in Tins
(in Good Order and Condition).
TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 22nd February, 1907. [246]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
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Intimation.



A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following **PORTS** and **SHERRIES** bottled in Europe have been especially selected and procured from the celebrated Firm of

C. G. SANDEMAN SONS & CO.

London, Oporto and Xeres.

PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case.
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED,
AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907. [31]

DEATH.

On February 17, 1907, at Shanghai, the wife of Mr. R. J. SOLOMON, of pneumonia; aged 33.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 22, 1907.

SHIPBUILDING IN 1906.

From the annual summary of Shipbuilding at Home and Abroad in 1906, just issued by Lloyd's Register, it is gathered that during 1906, exclusive of war ships, 886 vessels of 1,828,343 tons gross (viz., 815 steamers of 1,809,433 tons and 71 vessels of 18,910 tons) have been launched in the United Kingdom. The war ships launched at both Government and private yards amount to 29 of 108,450 tons displacement. The total output of the United Kingdom for the year has, therefore, been 915 vessels of 1,936,794 tons. The output of mercantile tonnage in the United Kingdom during 1906 shows an increase of about 205,000 tons on that of last year, the previous highest on record. As regards war vessels, however, the total for 1906 is 21,351 tons less than in 1905. The "Summary" gives an interesting comparison of the registered tonnage for the past and preceding years. The comparative statistics show that "of the total output, 1,446,856 steam tons and 10,406 sailing tons or 1,457,262 tons in all (over 79 per cent.) have been built for registration in the United Kingdom. In this connection, it should be noted that the tonnage of United Kingdom vessels lost, broken up, &c., during twelve months is shown by Lloyd's Register Wreck Returns for recent years to average 251,000 tons (199,000 steam, 52,000 sail). Sales to foreign and colonial owners for the twelve months ended November, 1906, according to the Registrar General's Returns, reached a total of 504,000 tons (421,000 steam, 83,000 sail). On the other hand 2,956 tons (steam) were built abroad for United Kingdom owners, and purchases from foreign and colonial owners during the same period amounted to 58,600 tons (55,500 steam, 3,100 sail). The sailing tonnage of the United Kingdom would thus appear to have decreased by about 121,000 tons, and the steam tonnage to have increased by 885,000 tons. The net increase of United Kingdom tonnage during 1906 is therefore the record figure of about 764,000 tons. For the previous five years the estimated net increases were as follows:—1901, 543,000 tons; 1902, 643,000 tons; 1903, 405,000 tons; 1904, 499,000 tons; 1905,

469,000 tons." The output classified according to the various building ports indicates that as was the case in 1905, the Newcastle district occupies the first place among the principal shipbuilding centres of the country, showing an output of 385,987 tons. Then follows in order Glasgow (330,213 tons), Sunderland (326,701 tons), Greenock (238,457 tons), Middlesbrough (147,857 tons), Belfast (146,231 tons), and Hartlepool (144,603 tons). In war ship tonnage the leading ports stand thus:—Barrow (24,740 tons), Newcastle 17,120 tons, and Glasgow (16,750 tons). What should more particularly concern the Colony, however, especially in reference to its docking accommodation in relation to the vessels under construction, is the size of such vessels. It is observed that during the four years, 1892-5, on an average eight vessels of 6,000 tons and upwards were launched per annum in the United Kingdom; in the following four years, 1896-9, the average rose to 25, and to 39 for the four years 1900-3, although it dropped to 26 for the three years 1904-6. Of vessels of 10,000 tons and upwards, only three were launched in the four years 1892-5; 17 were launched during the four years 1900-3, and 13 during the three years 1904-6. At the present time there are under construction 35 vessels of 6,000 tons and upwards, of which 12 are of over 10,000 tons each.

LOCAL AND GENERAL.

THE French mail of the 22nd January was delivered in London on the 20th inst.

NOTICE has been conveyed to H. M. Consul-General at Shanghai from H.E. the Governor of Hongkong that the Colonial prohibition against landing of dogs from Shanghai, which expires on February 11, will not be renewed.

AS we go to press a proof of the programme for the Off-Day Races to be held to-morrow reaches us through the courtesy of Mr. T. F. Hough, Clerk of the Course. There are six events in all. The first saddling bell will be rung at 1.30 p.m., and the first race commences at 2 p.m. sharp.

THE King's Park Range will be open for practice on Saturday afternoon, the 23rd, from 4 to 5, at 200 yards, and the Peak Range on Sunday, the 24th, from 10 a.m. to 12.30 p.m., at 500 yards. His Excellency the Governor has again kindly presented a handsome Cup for competition by the Hongkong Volunteer Reserve Association, and the shooting will commence early next month.

THE destruction of obsolete Philippine postage stamps is being carried forward by the committee appointed by the Governor-General. The stamps are of the issues of the years 1899 to 1906 inclusive, and persons desiring to purchase stamps to complete collections begun can do so by applying to the members of the committee, which consist of Colonel Bandholtz, C. C. Mitchell and A. M. Easthagen.

OVER thirty Chinese families, living in close proximity to the Government Civil Hospital, were summoned before Mr. C. A. D. Melbourne, at the Police Court, this morning, for firing crackers, during prohibited hours, during the past week. The noise of the explosion of the crackers is a source of great inconvenience to the patients in the hospital. The defendants all pleaded guilty, and were fined \$2 each.

WE regret to announce the death of one of the best known and most popular members of the Jewish community, Mrs. R. J. Solomon, which took place at the Victoria Nursing Home yesterday afternoon, says the *Shanghai Times*, of 18th inst. The deceased was hardly 33 years of age and much sympathy is felt for her husband, who is himself laid up at the General Hospital with bronchitis. The deceased leaves four daughters and one son.

THE Chinese Minister at Berlin wires that with regard to the prohibition of Opium and Morphia in China the German Foreign Office is willing to assist China and has also instructed Consuls to prohibit German firms importing the same in accordance with the Treaty. Though the Commercial Treaty is not yet concluded between China and Germany the German officials will strictly keep to the arrangement at Tsingtau and Kiochoo.

THE West Point police got to work yesterday and raided two houses where they suspected gambling was being carried on. The first raid, on house No. 4, Clarence Street, was executed by Sergeant Gordon, at two o'clock in the afternoon, and eight men were arrested. Six hours later Sergeant Kendall got together a number of men, and visited No. 338, Des Voeux Road West. There eighteen gamblers were arrested. The men were arraigned before Mr. C. A. D. Melbourne, at the Police Court, this morning, when the three leaders were fined \$50 each, and the remainder \$3 per head.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the 3rd Batt. "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 23rd inst.:

March" "Bellegarde"" Drepani
Yale" "Donna Weller"" Fanorice
Selection" "The Orchid"" Carill-
Song" "Adieu Marie"" Adams
Overture" "Light Cavalry"" Soppe
Two Steps" "Le Marché"" Hot Cler
Benediction of Ireland" And Godfrey
Polka"" Chopin
Regimental Marches.
God Bless the Prince of Wales.
God Save the King.

A NIGHT PROWLER AT WORK.

DOWN A WATER-SPOUT—INTO
A POLICEMAN'S ARMS.

An old Chinaman who seemed to be acting queerly attracted the attention of a Chinese policeman in Queen's Road Central, at about three o'clock this morning. The policeman suspecting that something was going to happen slipped into a doorway and watched proceedings. When the coolie got in front of tenement No. 75 he looked around him, and thinking he was the only person about, started to do some climbing. Rubbing the palms of his hands against his sides, the night prowler climbed up the water-spout and landed on the first floor verandah. There were three pieces of clothing hanging on a bamboo drying pole which was suspended from this verandah. Collecting this and making it into a small bundle the thief thought of getting away with his booty. He slid down the water-spout and into the arms of the *lukong*, who was waiting his arrival at the bottom. The thief at first attempted to give the *lukong* a "lesson" for interfering, but when the latter touched his hip pocket the coolie became good without any unnecessary loss of time. At the Central Police Station the man gave his name as Fan Ng, fifty-six years of age, no fixed place of abode. He was arraigned before Mr. C. A. D. Melbourne, at the Police Court, this morning, and on pleading guilty to a charge of theft, was sentenced to seven days' hard labour.

ALLEGED THEFT OF A
FINGER RING.

A COXSAIN IN TROUBLE.

A sampan girl, about ten years of age, who lives with her parents on board cargo-boat No. 867, was the complainant in a case which was heard at the Police Court, this morning, and on her evidence alone, which so far has been given in a very straightforward manner, depends whether Tung Tak, an unemployed coxswain, will be convicted on a charge of larceny. Tung Tak is charged with snatching a gold finger ring from her on Douglas wharf, yesterday morning. As far as could be learnt from the evidence taken to-day, it appears that accused was "at one time a *jok* employed by complainant's father and lived on the cargo-boat. For reasons which were not stated defendant was discharged a month or two ago, and according to his statement, has not done any work since, but has lived with his friends on board the steam launch *Douglas*. Yesterday morning, he met little Li Ching, sitting in a corner of Douglas wharf, mending some clothes. Accused drew the girl into a conversation and after a time asked to be shown "that pretty little bangle of yours." The girl held up her hand—Tung Tak went down on his knees to examine the trinket, at the same time passing some very nice remarks about the quality of the gold. Pointing to a ship which was then entering the port, so as to divert her attention, Tung was alleged to have snatched a gold ring from one of the girl's fingers and bolted down the road. He disappeared around a corner almost immediately. The girl mentioned the matter to her parents who decided to report it to the police, which they did, and keep a sharp look-out for the alleged thief. After the affair had been reported the cargo-boat was chartered to remove cargo to Kowloon. While they were returning to Douglas wharf yesterday afternoon, after the day's work, little Li Ching, who was standing on the fore-part of the boat, spotted Tung on one of the launches anchored near Blake Pier. She communicated this fact to her father, who, as soon as the boat had been made fast, placed Tung under arrest. The case was remanded.

SERIOUS ASSAULT IN GAOL.

PRISONER'S CURIOUS BEHAVIOUR.

Not so very long ago we had to report a murder having been committed by a prisoner in Victoria Gaol, who, so it was stated, preferred to be hanged, and hanged he was, than to serve a long sentence in gaol. A few days ago there appears, from a case which was heard at the Police Court this afternoon, to be a similar outbreak in gaol, but it did not terminate so seriously, the assailant in this case only succeeding in hacking a fellow prisoner's leg. The accused in this case is Lai Wai. He was convicted at the August Criminal Sessions, in 1904, of burglary and receiving stolen property, and sentenced to five years' imprisonment. The charge, which was made against him by Mr. H. J. Craig, assistant superintendent of the Gaol, to-day was for assaulting another prisoner and causing bodily harm. The evidence in the case was taken by Mr. C. A. D. Melbourne, this afternoon. Mr. Craig stated that the accused on the morning in question was employed with a number of other prisoners making. The assaulted man was engaged in carrying oakum from the east end to the west end of the gaol. At about 7.45 o'clock, and apparently without the slightest provocation, accused left his work and crossed to a loom where a mat was being made on a frame. From there he picked up a chopper, started after the complainant, and attacked him with the weapon. Complainant defended himself, and received some very severe cuts on his left leg. The assault was witnessed by two persons, who, it was reported, seized accused until the arrival of a warder. The wounded man was taken to hospital. The case was proceeding when our report closed.

THE Germans have asked for a draft of Chinese labourers from Swatow. A contract containing twenty-five articles, drawn up by the German Consul and the Tsoi, of that port, has been submitted to the Viceroy of Canton for approval.—*Shen-pao*.

HONGKONG FIRE INSURANCE
CO., LD.

ANNUAL REPORT.

The report for presentation to the shareholders at the thirty-eighth ordinary meeting, to be held at the offices of the general managers, on Thursday, the 7th March, 1907, at 11 o'clock a.m., reads:—

The general managers and consulting committee have pleasure in submitting to the shareholders the thirty-eighth annual report of the Company.

1905 ACCOUNT.

After making provision in Exchange account for the depreciation, due to the fluctuation of exchange, in the Japanese Government Gold Deposit as expressed in silver, this account shows a profit of \$355,555.55, which, subject to the approval of the shareholders, it is proposed to deal with as follows, viz.:—

Dividend of \$40 per Share \$320,000.00
Addition to Reserve Fund 355,555.55
\$355,555.55

1906 ACCOUNT.

This account up to date has progressed favourably and shows a credit balance of \$435,236.75.

MORTGAGES.

From the reports and valuations made by the Company's surveyors, the general managers and consulting committee are satisfied that the properties held by the Company form ample security for the advances made.

CONSULTING COMMITTEE.

In accordance with section 13 of the articles of association, the present members of the committee, the Hon. Sir Paul Chater, C.M.G., Messrs. White, Mainland and Raymond retire but being eligible offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. W. Hutton, Poits and H. Percy Smith, F.C.A. JARDINE, MATHESON & CO., General Managers, Hongkong Fire Insurance Company, Limited, Hongkong, 18th February 1907.

BALANCE SHEET, 31ST DECEMBER, 1906.

Dr.	Liabilities.
Capital subscribed	\$1,000,000.00
Amount paid-up	400,000.00
Reserve fund	1,220,928.36
Unclaimed dividends	8,545.05
Accounts payable	43,347.91
Working account, 1905	355,555.55
Net profit	355,555.55
Working account, 1906	435,236.75
Amount brought forward from below	\$2,462,613.62

Cash, on Current Account with Hongkong & Shanghai Banking Corporation \$128,727.55 |

Cash in hands of General Managers 1,434.32 |

Fixed Deposits:—

H'kong & Shanghai Bank \$50,000.00 |

Chard, Bk. of India, Aust. & China 50,000.00 |

Mercantile Bank of India, Limited 25,000.00 |

125,000.00

Mortgages:—

in Hongkong \$1,240,000.25 |

in Shanghai 560,639.28 |

1,800,639.53

Japanese Government Deposit:—

Consolidation Bonds \$19,277.51 |

Imperial Bonds 45,376.38 |

War Bonds 17,794.62 |

82,448.41

Chinese Imperial Government Loan 1885 \$24,581.18 |

Shanghai Land Investment Company, Limited, Debentures 27,586.20 |

Shanghai Club Debentures 1,466.66 |

Hongkong Hotel Co., Ltd., Debentures 52,000.00 |

105,634.04

Accounts Receivable 209,679.77 |

\$2,462,613.62

WORKING ACCOUNT, 1905.

Losses and claims \$81,097.80 |

Charges 33,472.46 |

Remuneration to consulting committee and auditors 4,750.00 |

Commissions 47,432.41 |

Exchange 33,598.33 |

Balance as above 355,555.55 |

\$555,899.55

Net premium received, less return and reinsurance \$407,936.61 |

Interest 147,802.93 |

Transfer fees 80.00 |

\$555,899.55

WORKING ACCOUNT, 1906.

Losses and Claims 26,802.29 |

Charges 40,665.59 |

Commissions 46,831.51 |

Balance as above 435,236.75 |

\$549,536.16

Net Premium received, less Returns and Reinsurance \$399,864.35 |

Interest 149,102.95 |

Transfer Fees 671.00 |

Exchange 491.86 |

\$549,536.16

SHIPPING AND MAILS.

MAILS DUE.

American (*Hongkong Maru*) 24th inst.

Indian (*Kutrag*) 27th inst.

German (*Prinz Ludwig*) 1st prox.

Australian (*Changsho*) 13th prox.

The Glen Line s.s. *Glenstrath* from London left Singapore this morning, and may be expected here on 28th inst.

The N. Y. K. s.s. *Shimano Maru*, American Line, left Shanghai for this port on 21st inst., and is expected here on 23rd inst.

The C. P. R. Co's s.s. *Empress of India* arrived at Kobe at 7 a.m., on 20th inst., and left again at 10 a.m., same day, for Yokohama, where she is due to arrive at 4 a.m., on 21st inst.

GERMAN COMPETITION IN THE FAR EAST.

EXHAUSTIVE REPORT BY MR. LIEBERT.

For several years past German competition in the Far East has given cause for serious reflection on the part of British traders, and the subject is once more brought to our notice by a somewhat exhaustive report by Mr. Liebert, the French Consul at Hongkong, upon the development of the economic operations of Germans in the commercial zone served by Hongkong, and in the whole region of the seas of China. To see ourselves as others see us often provides a useful lesson, and it will not be without interest, therefore, to take some stock of this report by a foreign Consul official. Our readers will not have forgotten the flourish of trumpets with which a year or two back it was announced at Berlin that German traders were little by little supplanting the English at Singapore, Hongkong, and in the valley of the Yangtze. Mr. Liebert observes that these affirmations by Germans themselves sounded very much like a sort of triumphal song. It may be asked, indeed, he remarks, if it was very wise on the part of those interested to emphasise certain facts, seeing that their commercial operations rest not only upon the open ports of China, but also upon English Colonies, such as Singapore and Hongkong, where foreigners, including Germans, enjoy the largest hospitality and the most complete liberty. Mr. Liebert thinks, however, it may be said, apart from certain inaccuracies of detail, that this German report gives, on the whole, a fairly faithful picture of the position. He points out that Germany in the whole of the commercial movement of China comes immediately after England and her Colonies, and moreover, she occupies nearly the same rank at Hongkong. From the navigation point of view, she comes at Hongkong in the first place after England, and in the ports of China her shipping is classed immediately after that of England, China, and Japan, pressing this last very closely. The situation which Germans occupy in industrial and financial affairs in the Far East is also equally strongly in their favour. Mr. Liebert points out that at Hongkong the Germans come immediately after the English in number, and what is no less interesting to note, they occupy in the large local business at that port a position which tends to become preponderant, and which is already out of proportion to their number. Even outside of the considerable purely German business which belongs to them and which they direct, Germans are to be found on the boards of direction and administration of the principal English companies and corporations of the port. This position, which Germans have known how to patiently attain in the big financial, investment and commercial concerns created by the English, tends to become more and more important. "One might have believed," remarks the Consul, that "Hongkong being the naval, military and economic base of England in the Far East, that these concerns would have preserved a character and a direction purely British." Mr. Liebert regards this as a fact so striking that he has gone out of his way to specially emphasise it in his report, conveying as it does an idea of the great commercial influence which, in default of an equivalent social influence Germans exercise at Hongkong—an influence which cannot in any way be suspected from the Customs statistics of the German Empire relating to the exchange movement between Germany and Hongkong. It is scarcely necessary to point out that the position attained by Germany is largely due to the spirit of commercial liberalism (if not the clear-sightedness) of the English merchants at Hongkong, but at the same time it says much for the perseverance and the earnest and assiduous work of the Germans established in this British colony. German competition, however, says Mr. Liebert, appears so menacing for English interests in the Far East that one may rightly be astonished at the ease with which certain British shipping companies and commercial firms have allowed themselves to be supplanted or invaded by competitors so dangerous. It is due, he thinks, in part to the fact that the English in the Far East, who have enjoyed for so long a time a sort of monopoly in the direction of large businesses have acquired in consequence extravagant and easy habits of life, and have not known how or wished to modify in time these habits, when the competition of Germans, Americans, and Japanese commenced to make itself seriously felt. He notes that in presence of the peril henceforth imminent a number of English have raised a cry of alarm, and certain large British firms of Hongkong have had the courage to set themselves against the out-of-date traditions which have become ruinous at times gone on. They have even hesitated to borrow from their German competitors a part of the methods which have so well succeeded in their case. The Consul mentions the firm of Butterworth (Butterfield) and Swire as an example of this salutary reaction. It may be presumed, he says, that others will follow the movement, but there is no time to be lost if the English wish to preserve their commercial preponderance in the Far East, and to regain a part of the ground which they have already lost.

Mr. Liebert goes on to point out that the Germans have attained their position by patience, perseverance, and sacrifice; living modestly, starting with small positions, and by remunerated, which young English or American assistants, used to a life of luxury and sport, would never consent to accept. Moreover, they have entered into the most direct relations possible with the Chinese commercial element, at the same time giving longer and more easy credits than those which are generally accorded by other foreign firms. Further, the German firms uphold one another; which is equally an important element of success, and this support exists not only among the firms of the place, but also between the firms and the manufacturers of the metropolis. These last frequently send commercial travellers to visit periodically the large ports of the Far East, bringing with them new samples, which they declare themselves ready to modify, whether as to form, design, or measure, according to the desire of their European or Chinese clients. These travellers are well remunerated; they all speak English excellently, and they regularly take back to those who send them out up-to-date information regarding the wants and demands of the native buyers. It is interesting to take note of these reflections by the French Consul and British merchants and traders in the Far East would do well to read, mark, learn, and inwardly digest them.—*Z. & C. Express*.

TELEGRAM.

HONGKONG TELEGRAPH SERVICE.

CHINESE EMEUTE.

THEATRE SHOW STOPPED.

FIGHT IN THE STREETS.

[From Our Own Correspondent.]

Shanghai, 22nd February,

11.50 a.m.

A great disturbance occurred at Hankow on Saturday.

The Wuchang soldiery endeavoured to enter the theatre without paying.

A street riot ensued.

The sailors of the British gunboat *Nightingale* were landed.

The disturbance was quelled by them.

Several arrests have been made.

[On the second day of the Chinese New Year a number of soldiers went to attend the theatre performance at Yi-yuan Garden, but not being allowed to enter they attacked the Indian policemen and also the British Police Station.—Ed. H.K.T.]

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

WANTED THE TRUE "TRUTH ABOUT THE NAVY."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—It is a vital question for the country whether our navy to-day is ready at any moment to face a surprise attack or only "practically" ready for war.

The public is naturally uneasy, for which there is sufficient ground in the unsatisfactory refusal of information by Officials in Parliament.

Information is essential as to the actual composition of the New Home Fleet. If such a fleet based on Sheerness is strategically necessary, it appears to the Navy League

TELEGRAMS.

[Reuter's.]

The Japanese Cruising Squadron.
London, 20th February.
The Japanese squadron has been sighted at Honolulu.

The United States Immigration Law.

A meeting of the Japanese in Honolulu has sent a telegram to President Roosevelt, protesting against the prohibition of immigration which has permanently enslaved them to Hawaiian capitalists.

The Opium Question.

Mr. Morley, replying to Sir H. Cotton, said that the proposals of China re the opium import were stated with substantial accuracy by the correspondent of the Times on the 25th December, and the Government intends to act thereon as soon as the views of the Indian Government now on the way are received.

Great Britain, Russia and Japan.

The Times states that the negotiations between Great Britain, Russia and Japan are progressing in a highly satisfactory manner. This explains the report in the Russian papers of an impending agreement between the three powers.

KOWLOON BOWLING GREEN CLUB.

"KRISH" MEDAL COMPETITION.

The draw for the second round is as follows:—

Handicap.	Handicap.
4 T. W. Robertson v. 2 P. Whyte.	
2 A. Ramsay v. 2 W. Russell.	
scr. G. Edwards v. scr. J. Henderson.	
8 R. V. Rutter v. scr. J. C. Gow.	
2 R. H. Baxter v. scr. G. K. Hayton.	
6 G. Punchedon v. 2 F. H. Dixon.	
3 W. Hutchison v. 8 G. Smith.	
6 D. McIntyre v. 2 W. Ramsay.	

This round is to be completed by the 16th March.

SAFETY OF NAVAL PORTS.

ADMIRALTY WARNING.

For some time past the importance of safeguarding the mercantile marine in time of war has attracted the attention of the Admiralty, and the naval manœuvres last summer were specially designed with the object of giving merchantmen an idea of the conditions which would prevail in case war should break out with one of the greatest Powers. In this connection an important "Notice to Mariners" has just been issued by the Hydrographical Office of the Admiralty:—

My Lords Commissioners of the Admiralty, having taken into consideration the fact that circumstances may arise in which it may be necessary, on account of periodical exercise manœuvres, or otherwise, to forbid all entrance to naval ports at night, this is to give notice that on approaching the shores of Great Britain, or any British Dependency, if searchlights are observed to be in constant operation, the naval harbours should be approached with great caution, as it may be apprehended that obstructions may exist outside the port, or that the entrances may be altogether closed, and the examination service may be in force.

In the event of relations becoming strained between this country and any naval Powers, an examination service may come into force at the ports or localities in the United Kingdom and His Majesty's Possessions abroad, mentioned at the end of this notice.

Masters are warned that before attempting to enter any of those ports they must, in their own interests, strictly obey all instructions given to them by the vessels which will be charged with the duty of examining ships desiring to enter the ports, and allotting positions in which ships shall anchor. In case of fog they should on no account attempt to enter before receiving permission from the examination officer.

The institution of an examination service at any port will never be publicly advertised but at all times, when the relations of Great Britain with foreign Powers are known to be in a state of tension, special care should be taken in approaching the ports, by day or by night, to keep a sharp lookout for the examination steamer, and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun.

If an entrance to a port is closed three red vertical lights by night, or three red balls by day, will be exhibited in some conspicuous position, in or near to its approach, and as far as possible notice of this fact will be given by look-out vessels in the offing.

If the examination service is in force, the examination steamer will be distinguished at night:—(a) When the port is closed, by three vertical red lights, (b) When the port is open by three white vertical lights. "The pilots attached to the ports will be acquainted with the regulations to be followed."

"The following are the ports or localities referred to:—United Kingdom:—Berehaven, Clyde, Dover, Falmouth, Harwich, Hull, Mersey, Milford Haven, Newhaven, Plymouth, Portland, Portsmouth, Queenstown, Sheerness, River Tees, River Thames, River Tyne, Alderney, Guernsey, Jersey, Canada:—Esquimaux, Halifax, Quebec. Mediterranean:—Gibraltar, Malta. Africa:—Capetown, Durban, Sierra Leone, Simons Bay. Indian Ocean:—Aden, Bombay, Calcutta, Colombo, Karachi, Madras, Mauritius, Rangoon. China Sea:—Hongkong, Singapore, Australia:—Adelaide, Albany, Brisbane, Fremantle, Melbourne, Newcastle, Sydney, Thursday Island, Townsville, Wollongong, Tasmania:—Hobart, New Zealand:—Auckland, Otago, Port Lyttelton, Wellington. West India:—Bermuda, Kingston (Jamaica).

CANTON DAY BY DAY.

[From Our Own Correspondent.]

Canton, 21st February.

Fearing that serious consequences might ensue through misunderstanding or mistakes made by the Magistrates in the different districts in dealing with foreigners, H.E. Viceroy Chow Jui has communicated with all the district magistrates in the province instructing them to be very careful in the transaction of business in which foreigners are concerned.

A native, Leung Ah Cheong, was handed over to the Nambui Magistrate by the French Consul at Canton on a charge of larceny on the premises of R. Brockelmann & Co., Shanghai.

In the town of Fatshan alone there used to be over four hundred opium dens. Up to the present some fifty of them have been closed. Undoubtedly this is the outcome of the Imperial Edict prohibiting opium smoking and the good effects of the different Anti-opium Associations.

I reported the other day that a survey was made for the construction of the first iron bridge across the Pearl River from Yau Lan Man to the Honam side. On the 19th inst., a formal commencement of the work of construction was made.

PRINCE FUSHIMI IN SHANGHAI.

The Shanghai Mercury of 18th inst. says:—H.I.H. General Prince Fushimi, special Envoy to the Court at St. James's, arrived at Woosung at 4.30 p.m. yesterday by the P. and O. S.S. *Devanah* from Kobe. Prince Fushimi, who was accompanied by his suite, was met at Woosung by the Japanese Consul-General (Mr. H. Eitaki), several members of the local Japanese Association, and other prominent members of the Japanese community. Preparations were made for the Royal visitors to come up to Shanghai last evening but Prince Fushimi decided not to come ashore until to-day. This morning the Japanese Vice-Consul (Mr. K. Debuschi) proceeded to Woosung and accompanied Prince Fushimi to Shanghai in the tender *Vulcan*. The tender arrived at the N. Y.K. Jetty at about 10.30 a.m., where there was awaiting the Consul-General, who conveyed the visitors to the residence of Mr. Y. Ito, local manager of the N.Y.K. The Municipal Sikh Guard, under the command of Trooper-Sergeant Spottiswoode, acted as escort while the Japanese Company, S.V.C. also mustered in the vicinity in addition to a number of Japanese students and other residents. The Prince took dinner with Mr. Y. Ito after which he drove around the town accompanied by the Consul-General. A reception took place from 3 p.m. to 5 p.m. at the residence of Mr. Ito and was largely attended by Consular Officials, Captains of the Foreign men-of-war in Port, Chinese Officials, foreign and Japanese residents, to the number of about 200. Prince Fushimi was expected to return to Woosung at 5.30 p.m. The suite includes General Nishijima, H.E. Nagasaki (member of Privy Council) and others. Profuse decorations were to be seen both on ship and shore, though the visit was purely informal.

SENSATIONAL SUICIDE.

GERMAN NAVAL OFFICER SHOTS HIMSELF.

Ceylon exchanges bring news of the deliberate suicide in the Galle Face Hotel of Captain Wilhelm Lebahn, of the German Navy. The deceased, who was the Captain Lieutenant of the cruiser *Planer*, arrived in Colombo on the afternoon of the 26th ultimo, and received an invitation from the German Consul to attend an entertainment at the Club, in honour of the German Emperor's birthday. Captain Lebahn was apparently in the best of health and spirits, and while on board received a large number of letters by the English mail. He left the ship at 6 p.m., in uniform, presumably for dinner. He went straight to the Galle Face Hotel, ordered a whisky and soda, and within half an hour had shot himself. The bed-room boy, who heard the report, rushed in, only to find the visitor weltering in a pool of blood, with the top of his head blown off, and two revolvers lying by his side. He had evidently been at some pains to make sure of his death, and had fired both revolvers simultaneously, in the centre of his forehead, for the boy said that he only heard one report.

The Judicial Medical Officer made an examination externally, and the Coroner brought in a verdict of death by suicide while in a fit of temporary insanity. The deceased, it is surmised, had received unpleasant news by the mail, just before he left the ship, and that the news apparently related to his fiancée whose photograph was found in his breast pocket. In the course of the inquest it was elicited that Captain Lebahn had a brilliant career, and was just going back to be married before taking up his next commission. He was a most popular officer.

A fellow officer stated that deceased was about 35 years of age. He could assign no reason for his suicide as he was in the best of spirits and apparently in good health.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 22nd at 12.05 p.m.—The depression noted yesterday is moving away over the Pacific to the E. Japan.

The high pressure area is still central over the continent to the North of the Yangtze, and the barometer has risen generally except over N.E. Japan.

Strong monsoon will continue to prevail along the China coast and over the China Sea.

FORECAST.
1.—Hongkong and neighbourhood, N. to N.E. winds, moderate, fair.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Lamook, N.E. winds, fresh.
4.—South coast of China between Hongkong and Hainan, N. to N.E. winds, strong.

DIED FOR A FEW CENTS.

AGED CHINAMAN JUMPS OFF MOVING CAR.

An aged Chinaman, who sustained serious injuries through jumping out of a tramcar on Wednesday afternoon last, died as a result of his injuries this morning. The old man came down from Canton on the 16th instant with his two sons to see the races. "Directly after the eighth race on Wednesday had been decided the old man and his sons proceeded to return home. That they boarded electric tramcar No. 10 is a well known fact; in what locality they entered the car is unknown. When the car reached the Sailors' Home someone in the car told the old man that he was travelling first class and that he would have to pay double fare. With the idea of changing his seat, the aged man jumped out of the car, intending to re-enter it at the third class section. The tram was travelling at half-speed (fourth notch) at the time. Face about the man left the car and landed on his head, fracturing his skull. The unfortunate man was picked up by his sons and taken to a friend's house at Wanchai. He was unconscious the whole of yesterday and his death followed, as already stated, this morning.

RAUB GOLD MINING CO.

General Manager's Report for the 4 weeks ending 24th January, 1907.

The accompanying sheet of mine measurements and assay results of prospecting work shows a total of 493 ft. for the period (4 weeks) under review: made up of 35 ft. sinking, 158 ft. driving, and 300 ft. for cross-cutting, against a total of 385 ft. for the previous four weeks.

MINES.

IT. KOMAN.

440 Level, Drive South.—This was driven 8 ft. making a total of 219. The lode, 60 in. wide, assays 2½ dwt. per ton.

440 Level North, Drive on Hanging Wall Branch.—Here 18 ft. has been driven, making the total 215 ft. The lode, 56 in. wide, averages 1½ dwt. The drive on the footwall portion has been advanced 13 ft., making a total of 32 ft. The lode averages 58 in. in width, worth 3½ dwt.

440 Level South West Lode.—To this has been added 13 ft., bringing the total to 76 ft. The lode, 73 in. wide, is worth 1 dwt.

340 Level North, Drive on Hanging Wall Branch.—This end has been driven 12 ft., making a total of 72 ft. The lode averages 60 in. wide, and is worth 8 dwt.

340 Level South, No. 2 winze.—This has been sunk 19 ft. The lode, for 43 in. wide, gives an average value of 1½ dwt.

240 Level North, Drive on bunch from Slope.—Here 15 ft. has been driven, making a total of 39 ft. The lode gives an average width of 56 in., worth 2½ dwt. This is an improvement on last month's figures.

Cross-cutting for stoping.—Of this kind of work 215 ft. has been done.

Stopes.—The following have been in operation:—

Above the 440 level: 2 stopes, Lode 108 in. wide, worth 4 dwt.

Above the 340 level: 2 stopes, Lode 73 in. wide, worth 2 dwt.

Above the 440 level: 9 stopes, Lode 56 in. wide, worth 4½ dwt.

STOPE MINE.

100 Level Drive South.—This has been driven 22 ft., bringing the total to 307 ft. south of the shaft. The lode, 48 in. wide, averages 1½ dwt. in value.

110 Level, Drive North, on East Lode.—After cutting through, the drive has been taken 20 ft. along the Lode, which has averaged 72 in. wide and 6 dwt. per ton in value.

60 Level, Drive South.—Here 20 ft. has been driven, making a total of 358 ft. The lode, 49 in. wide, assays 8½ dwt.

60 Level, Cross-cut West.—This has been extended 32 ft., making a total of 324 ft.

No. 3 Winze South, from Surface.—This has been sunk vertically a little east of the lode to strike the 60 ft. level.

Cross-cutting for stoping 17 ft.

Stopes.—The following have been yielding milling stone:—

Above the 160 level: 2 stopes. Lode 72 in. wide, worth 9½ dwt.

Above the 60 level: 1 stop. Lode 47 in. wide, worth 1½ dwt.

IT. MALACCA.

Drive South from No. 1 Winze below No. 2 level.—This has been advanced 17 ft., making a total of 85 ft. The lode, 30 in. wide, averages 2 dwt.

Stopes.—From below the No. 2 level: 1 stop; lode 31 in. wide, worth 13 dwt.

Surface prospecting.—The cross-cut in hill north of Mt. Malacca has been extended 36 ft., making a total of 166 ft., and has passed through the body of quartz that outcrops on the surface. This shows a width of about 84 in., but very low grade. Work has been stopped here and a winze started on the west side of the hill.

Cyanidation.—The two vats have been in full work, and it is intended to make the first clean up during the coming month. The third vat will be brought into use in a few days.

Milling Returns—4 weeks ending 26th January, 1907.

Period of work: 28 days, less 1.08 days for clean up and repairs.

Stamps working: 40.

Ore milled: S. Komon 2,198 Slope 1,088 Total 3,286

Amalgam recovered: 1,804 oz. producing Retorted gold 699 oz. " Smelted 693 oz. " Average value of yield 4.21 dwt. " of tailing 1.01

Bt. Malacca—No. 1 Mill ran 25½ days crushing 129 tons mine ore and 2,102 surface ore. Total 2,231 tons. Amalgam collected Retorted gold 1,491 oz. " Smelted 148 oz. " Average yield per ton 5.507 " Amalgam won 2,324 oz. " Smelted gold 841 oz. " Average fineness 935.907 " yield per ton 3.04 dwt.

W. H. MARTIN, General Manager.

FIND FOR REFUSING DUTY.

A GRIEVANCE AGAINST THE COMPANY.

The case against Cheung Shing, a fitter, who was charged a few days ago with disobeying the lawful orders of Mr. J. Stubbings, the manager of the Electric Light Works, on the 13th instant, and which was remanded at the last hearing to allow the defendant to prove that he did not understand the order, was concluded at the Police Court, this morning. Mr. F. A. Hazland was the presiding magistrate. At the first hearing of the case the prosecution alleged that the defendant refused to carry out the order, which was to repair a certain pump, because he was fined a dollar not long ago for negligence. The foreman, who was in Canton during the new year holidays, was in Court this morning, and his evidence went to convict the defendant. He said that before leaving for the interior he had told defendant what to do regarding the pump. He was sure the order was understood, and the only reason he could offer for the work not being done was that defendant having been fined for misconduct refused to do it. In answer to a question from his Worship, Mr. Stubbings said that lately there had been a few cases of this sort among the workmen. He would not have proceeded against the accused, complainant said, had he not picked up an iron bar and threatened to lay open complainant's head when he was told to go and complete the work. Mr. Hazland took a serious view of the case, and sentenced the recalcitrant fitter to pay a fine of \$25, or go to gaol for six weeks with hard labour.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$51, Union Insurance \$82½, Hongkong, Canton and Macao Steamboats \$30, Shell Transports 38½, Shanghai Docks 107½, Hongkong Lands 107, Humphreys Estates \$12½, Hongkong Cottons \$11.90, China Providents \$8½, Cements \$2½, Ices \$32½, A. S. Watsons, \$12, Powells \$7½.

Sellers:—Canton Insurance \$39½, China Fires \$99, China and Manilla \$20½, Douglas \$36, Raubs \$8½, Kowloon Wharfs \$94½, China Borneo \$10, Electric \$16, Ropes \$21, China Lights \$9½.

Sales:—Hongkong Banks \$89½, Union Insurance \$82½, Steamboats \$30, Hongkong Docks \$140, Hongkong Wharves 232½, Hongkong Fires \$38½, Humphreys Estates \$11.20, Cements \$21.

Nominal:—Indo-Chinas \$86, China Sugars \$129, Hongkong Hotels \$123, West Points \$50½, Dairy Farms \$16½, Tramways \$215.

YARN MARKET.

In their report dated 22nd inst., Messrs. Phirozshah P. Petit & Co. write:—Our last circular was dated the 8th inst.

The past fortnight was taken up by the China New Year rejoicings. The prediction of many of the Chinese dealers is that the year just begun will turn out a prosperous one, and to begin with, the new transactions, involve several purchases at prices ranging from 50 to 50¢ below last month's quotations.

Clearances during the past few days were satisfactory, and it is generally believed that prices, if they do not improve, will not decline, and the business will be a largely one. Many of the Chinese dealers have not yet returned from the interior and the consuming districts, but we hope they will be again in the market before many days, when the off-take should be very satisfactory.

The sales reported are on the former basis, that is, clearances within three months. As the crisis is now over, importers are not afraid of transacting business on the old system of clearances.

No. 205.—A good business is reported at a concession of about 50 cents.

No. 162.—Moved rather easily at current rates.

No. 172.—Have been in fair demand; prices show a decline of \$½ to \$1.

No. 101.—Cheap prices induced business to a satisfactory figure.

No. 88 and 61.—Moving slowly.

The market closes steady.

Sales:—55 bales of No. 62; 40 bales of No. 82; 3,945 bales of No. 101; 820 bales of No. 122; 595 bales of No. 162; and 1,430 bales of No. 205; in all about 6,795 bales.

Arrivals:—Per steamers *Kamsang* and *Ararat* from (Calcutta), and *Colombo* from (Bombay), of about 2,000 bales.

Shipment:—About 5,000 bales.

Unsold Stock:—About 116,000 bales.

Exchange:—We quote, to-day, as under:—

India T. T. At Rs. 16½ per cent.

Demand " 16½

London T. T. Sh. 2.2½ d.=\$.

Demand " 2.2½ d.=\$.

Shanghai T. T. 73=\$100.

Silver " 317/8d. per oz.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/11 3/16
Do. demand 2/12 1/16
Do. 4 months' sight 2/12 1/16
France—Bank T.T. 2/11 3/16
America—Bank T.T. 2/11 3/16
Germany—Bank T.T. 2/11 3/16
India T.T. 2/11 3/16
Do. demand 2/11 3/16
Shanghai—Bank T.T. 2/11 3/16
Singapore T.T. 2/11 3/16
Japan—Bank T.T. 2/11 3/16
Java—Bank T.T. 2/11 3/16
Buying.
4 months' sight L/C. 2/11 3/16
6 months' sight L/C. 2/11 3/16
30 days' sight San Francisco & New York. 2/11 3/16
4 months' sight do. 2/11 3/16
30 days' sight Sydney and Melbourne. 2/11 3/16
4 months' sight France. 2/11 3/16
6 months' sight " 2/11 3/16
4 months' sight Germany. 2/11 3/16
Bar Silver. 317/8d. per oz.
Bank of England rate. 2/11 3/16
Sovereign 2/11 3/16

THE C. P. R. STEAMSHIP SERVICES.

REPORTED TRANSFER OF ATLANTIC EMPRESSES TO PACIFIC.

According to the Victoria (B.C.) *Colonist*, it is reported on good authority that the matter of the transfer of the Atlantic *Empresses* of the C.P.R., the *Empress of Ireland* and *Empress of Britain*, to the Pacific, is being discussed by the C.P.R. Executive, and that an announcement is expected shortly. It is stated that the Company is planning to build two new liners for the Atlantic service which will be larger and faster than the two *Empress* boats now in service on the Atlantic, and when these are put in commission the *Empress of Ireland* and *Empress of Britain* will be at once sent to Victoria for use on the Pacific. Trade on this route, the Victoria paper remarks, has been increasing enormously of recent years, and although the *Empresses* in service on the Pacific are excellent steamers, their supremacy is now threatened by faster and larger steamers placed in service by competing lines. The Pacific Mail liners have cut into the passenger trade and further competition is promised by the three new 12,500-ton turbine liners building at Nagasaki for the Toyo Kisen Kaisha. The intention is to divert the *Empress* to the Canadian-Australian line, which is notoriously poorly served by the present steamers, *Manowara* and *Moana*. A mail subsidy of \$100,000 is now being dangled by the New Zealand Government for an improved service with steamers able to make the run from a New Zealand port to Victoria in 18 days, and it is presumed that the *Empresses*, when placed in this service, will make the New Zealand call en route from Australia, perhaps omitting Brisbane in favour of the New Zealand call.

To-day's Advertisements.

HONGKONG HOTEL.

— MENU —

SATURDAY, FEBRUARY 23rd, 1907.

DINNER.

HORS D'ŒUVRES.

Caviare and Olive Croutons.

SOUP.

Mock Turtle.

FISH.

Smoked Fish and Parsley Sauce.

ENTREES.

Braised Leg of Mutton à la Bretonnais.

Pigeon en Compôte.

Patties à la Toulouse.

CURRY.

Parsee.

JOINTS, &c.

Roast Sirloin of Beef and Baked Potatoes.

Roast Pheasant and Bread Sauce.

Boiled Chicken à la Française.

Cold Leicester Pie and Plain Salad.

SWEETS.

Vermicelli Pudding.

Frankfort Pudding.

Strawberry Ice Cream and Finger Cake.

Cheese Straws.

DESSERT.

Coffee. Fruits. [249]

PONIES! PONIES! PONIES!

THE Undersigned will hold their annual sale of

RACE PONIES

by

PUBLIC ROUP

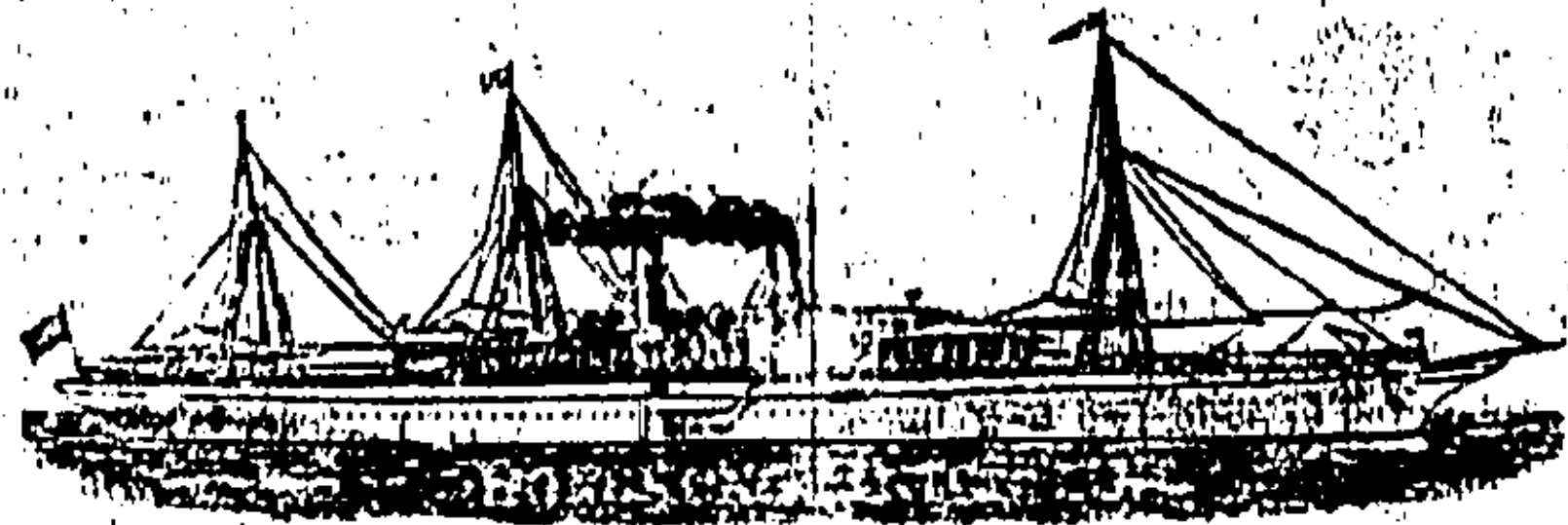
opposite the City Hall,

on

WEDNESDAY

next, the 27th February, 1907, at 3.30 P.M.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Sailing 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	6,163	WEDNESDAY, February 27th	March 3rd
"EMPRESS OF JAPAN"	6,000	THURSDAY, March 14th	April 1st
"TARTAR"	4,425	WEDNESDAY, March 27th	April 10th
"EMPRESS OF CHINA"	6,000	THURSDAY, April 11th	April 20th
"EMPRESS OF INDIA"	6,000	THURSDAY, April 25th	May 13th
"ATHENIAN"	3,882	WEDNESDAY, May 8th	June 1st

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £65.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....£40. £45.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

1. W. CRADDOCK General Traffic Agent for China

2. Hongkong, 20th February, 1907.

Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

TIENSIN.....CHEONGSHING* SATURDAY, 23rd Feb., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

1 Taking Cargo on through Bills of Lading to Chefoo, Tientsin, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 22nd February, 1907.

CHINA NAVIGATION CO., LIMITED.

For Steamship To Sail

SHANGHAI	ORBIT	STEAMERS	TO SAIL
ORBIT	25th	"KUIKIANG"	23rd February, Noon.
MANILA	26th	"KAIFONG"	25th " " 4 p.m.
SHANGHAI and CHINKIANG	26th	"TAMING"	26th " " " "
TIENSIN	26th	"KWANG"	26th " " " "
SHANGHAI	27th	"KUIKIANG"	27th " " " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	27th	"KUIKIANG"	27th " " " "
YOKOHAMA and KOBE	1st	"YOCHEW"	1st March, " "

1 Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

2 Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd February, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and ships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 23rd Feb., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 2nd Mar., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 19th February, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship

"LOWTHER CASTLE".....The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 17th January, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHEINLAND," "HAMBURG," and "HOHENSTAUEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amply lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a society, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

FOR SHANGHAI, KOBE AND YOKOHAMA.

HAMBURG.....3rd March.

RHEINLAND.....1st April.

HOHENSTAUEN.....30th April.

SILESIA.....31st May.

SCANDIA.....30th June.

Hongkong, 9th February, 1907.

Homeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.

SAXONIA.....24th February.

SCANDIA.....16th March.

SLAVONIA.....20th March.

BRASILIA.....24th March.

HAMBURG.....3rd April.

BELGRAVIA.....19th April.

* Call at Lisbon.

FOR SHANGHAI, YOKOHAMA, KOBE, MOJI, AND NAGASAKI.

THE Steamship

"ARRATON APCAR."

Captain A. Stewart, will be despatched for the above Ports, TO-MORROW, the 23rd instant, at Daylight, instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly qualified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 22nd February, 1907.

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NORDDEUTSCHER LOYD, BREMEN.

NOTICE.

FOR KUDAT and SANDAKAN.

Taking Cargo at through rates to Tawau, Lahad Datu, Labuan, Jolo, Manado and Zamboanga.

THE Steamship

"BORNEO."

Captain F. Senbill, (ready to load to-day, the 22nd instant) will leave TO-MORROW, the 23rd inst., at 9 A.M.

For Freight or Passage, apply to

NORDDEUTSCHER LOYD,

MELCHERS & Co.,

Agents.

Hongkong, 22nd February, 1907.

[1]

ORIENTAL PACIFIC LINE.

MONTHLY SERVICE FROM

HONGKONG TO SAN FRANCISCO,

VIA KOBE AND YOKOHAMA.

THE Steamship

"DAKOTAH"

About 25th February.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 21st January, 1907.

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY and MELBOURNE.

(Calling at Port Darwin and

Queensland Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above, on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 19th January, 1907.

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REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "MUNCASIER CASTLE" 12th March.

S.S. "LOWTHER CASTLE" 21st March.

This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply

DODWELL & Co., LIMITED,

Agents.

Hongkong, 29th January, 1907.

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TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & Co.

Hongkong, 10th January, 1907.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 22nd February, 1907. per 5 lbs.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B

Corned—Ham Ngau Yuk

Roast—Shiu

Breast—Ngau Lam

Soup, Tong Yuk

Steak—Ngau Yuk Pa

Sirloin—Ngau Lau

Sausages—Ngau Yuk Ching

Bullock's Brains—Know... per set

Tongue fresh—Ngau Li... each

Corned—Ham Ngau Li

Head—Ngau Tau

Heart—Ngau Sun

Hump, Salt—Ngau Kiu

Feet—Ngau Kerk

Kidneys—Ngau Yiu

Tail—Ngau Mei

Liver—Ngau Con

Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-tau-kook

Mutton Chop—Young Pui Kwai

Leg—Young Pui

Shoulder—Young Shau

Pigs' Chittlings—Chi cheong

Brains—Chi Kow

Feet—Chi Kerk

Fry—Chi Chak

Head—Chi Tau

Heart—Chi Sun

Kidneys—Chi Yiu

Liver—Chi Kon

Pork Chop—Chi Pui Kwai

Corned—Ham Chu Yuk

Leg—Chu Pui

Fat or Lard—Chu Yau

Sheep's Head and Feet—Young Tau

Keok

Heart—Young Sun

Kidneys—Young Yiu

Liver—Young Con

Sucking Pigs, To Order—Chu Chai

Suet, Beef—Sang Ngau Yau

Mutton—Sang Young Yau

Veal—Ngau Chai Yuk

Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capon, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kau

Geese, Hen—Kai Tan

Fowls, Canton—Kai

Hainan—Hoi Nam Kai

Geese—Ngo

Geese, Wild Shanghai—Sheung Hoi Ye

Ngo

Musk Deer—Wong Keng

Hare—Tu Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

Hoihow—Hoihow Pak Kup

Quail—Um Chun

Rice Birds—Wo Fa Cheuk

Saipes—Sa Chui

Turkeys, Cock—Fo Kai Kung

Hen

Wild Ducks, Shanghai, Sulap

Teal, Shanghai, Sulap

Wild Ducks Canton—Sang Shing Sui

Ap

FISH.

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Codfish—Chik Yu

Codfish—Mun Yu

Crabs—Hoi

Cuttle Fish—Muk Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lun

Dog Fish—Tui Tu Sa

Eels, Conger—Hoi Man Yu

Fresh water—Tam Sui Yu

Yellow—Wong Sin

Frogs—Tien Kai

Garoupa—Sek Pan

Gudgeon—Pak Kup Yu

Herrings—Tao Pak

Halibut—Cheung Kwan Yu

Labrus—Wong Fa Yu

Loach—Wu Yu

Lobsters—Lung

THE WORLD'S DOCK.

AN INTERESTING COMPARISON.

The new docks at Gibraltar, states the *Glasgow Herald*, reveal the Admiralty limit of warship dimensions. All three docks have a width of entrance of 95 feet, which also applies to the new docks at Devonport; while at Portsmouth one of the existing docks has a width of entrance of 94 feet, and another under construction is to be 110 feet wide. This latter, however, is exceptional. The Dreadnought is 82 feet wide, so that as regards naval docks we have a considerable way to go. It will be well, however, for dock authorities to profit by the Admiralty lead in this matter, so that ship-builders will have docking facilities convenient to their works.

The new Belfast docks are to be 95 feet and 95 feet wide. Birkenhead's new programme provides a width of 100 feet, and Cammell-Laird's new dock an equally large entrance, while Southampton's latest work is 90 feet wide. The Glasgow new dock is 83 feet wide, which would just admit the Dreadnought. Liverpool has a dock 94 feet wide, and there is another of the same capacity at Haulbowline. There are ten docks of 90 feet or over in width in the United Kingdom.

We are much better off in this respect than foreign Powers. Germany is particularly limited. At Hamburg there is a dock of 88 feet width of entrance, and at Wilhelmshaven a new one is being built 101 feet wide, with two others of similar dimensions, and two more at Kiel. Thus Germany, in anticipation of new construction, is forced to spend very considerably on works which do not directly strengthen her fighting power. France is better off, for there are at Havre a dock of 98 feet width of entrance, at Cherbourg one of 108 feet, at Brest of 111 feet, and at Toulon one of 91 feet; but the Cherbourg dock is not long enough for future demands. The United States Government are also in the mortar tub, and will soon have five large docks. That at Portsmouth has an entrance 101 feet, and that at Boston 112 feet; while at Brooklyn, Algers and Mare Island docks are being completed with entrance 120 feet; 100 feet, and 103 feet respectively. The Japanese, however, seem content with our lead, as their new docks at Yokohama and Yokosuka are 94 feet and 93 feet wide respectively, although at Sasebo one of the docks is 98 feet wide, but only 46 feet long. In all cases I have given the width of entrance. Russia's solitary large dock is but 85 feet wide. Thus foreign countries generally are providing for wider docks than our Admiralty.

The depth of water of our new docks is 33 feet, which seems ample, as few ships will require to enter when laden with coal and war and other stores. The length is not so much a determining factor, as all naval architects will endeavour to shorten the target presented to the enemy by their ships. One of the Gibraltar docks is 750 feet long on the floor; the Malta docks are 700 feet; the new Portsmouth dock is over 800 feet; but some of our commercial docks range up to 950 feet, as at Liverpool, and 865 feet as at Glasgow. Germany's new docks are under 600 feet long, United States 700 feet; but the largest of Government docks seems that at Spezia, 705 feet long and 105 feet width at entrance, with 31 feet of water over the sill.

SENSE OF LOCALITY IN ANIMALS.

The instinct, as it appears to be, which leads animals to direct their course to a certain spot without, so far as we are able to ascertain, any previous hint or indication of guidance, demonstrates itself in several remarkable ways; besides that of the migration flight, but in none perhaps more remarkably than in the case of the guanaco, a species of llama of South America, which resorts in immense numbers to a certain place to die. It seems, from the accounts given by Darwin and by Mr. W. H. Hudson, that all the guanacos of the southern part of Patagonia must resort when the hour of death approaches to a certain spot in a certain river bed which has become a perfect mausoleum of their bones.

Mr. Hudson has hazarded a very ingenious hypothesis to account for this assemblage in the common mortality. He notes, primarily, that it is only the guanaco of the southern extremity of the South American continent that has this habit, which is as much as to say that it is a habit restricted to descendants of forefathers who lived at one time in an extremely rigorous, semi-Arctic climate. Mr. Hudson conjectures that among these forefathers the instinct grew up, very dire and they felt it chattering up in them, of resorting to this sheltered place in the river bed, where they might find warmth in their own closely collected numbers, and possibly food, which would enable them to outlive the days of extreme rigor. By a continual survival of those which betook themselves to this place of refuge, the race instinct would be formed of resorting thither when they felt the tides of life running low. This feeling, Mr. Hudson argues, their descendants are likely to experience now at the approach of the hour of death, and in obedience to it to flock to the same resort. But now it is no longer just a passing spell of extreme cold which they can hope to survive that leads them thither. The death call has come, and they must lay their bones in the common mortality.

It is not "in order to die," as we so frequently say, with a very common error in considering the ways of animals, that the guanaco seek this place. It would be nearer the truth if we were to say it was "in order to live." The most true account of all, no doubt, if the hypothesis is accepted, is that it is with no conscious purpose at all, but in mere obedience to the inherited instinct that the guanaco resorts to this refuge; and still the hypothesis, for all its ingenuity, leaves unanswered the question as to it is answered by the so-called "explanation" of the migration

flight how the guanaco is guided to this shelter of its forefathers from the Antarctic cold. Yet another instance of what appears to be this wholly mysterious guidance is afforded by the well known habit of the rattlesnakes, in the colder countries of their range, to assemble together in great numbers for hibernation in caves. It seems to be pretty well established that the snakes emerging from these "caves" cover long distances in their wanderings, that their young are generally born far away from the wintering places, and yet that these young, although they do not accompany their parents or remain with them until the date of hibernation approaches still succeed in finding their way to the caves with the greatest certainty.

ICELAND'S ISOLATION ENDED.

CONNECTED BY CABLE NOW WITH THE OUTSIDE WORLD.

The establishment of telegraphic communication with Iceland and Faroe is now an accomplished fact, and is an event of no little importance to the commercial community not only of Scandinavia, but also of Great Britain. This country has long had intimate relations with these remote possessions of Denmark, relations which are likely to increase as the direct result of the electric link which has now bound them to the rest of the civilized world. To realize how far removed Faroe and Iceland are from the ordinary channels of communication it is only necessary to mention that Faroe lies in a northwesterly direction from the north of Shetland, a distance of 215 miles, while Iceland is further distant still from Faroe by 310 miles, the total distance of the latter from the extreme north of Scotland being thus more than 550 miles.

As the ordinary means of communication is by steamer from Leth and Copenhagen, the passage thither is necessarily a protracted one, and many things may happen in either place before a letter can go through the ordinary course of transmission. In certain circumstances, a reply from Reykjavik, the capital of Iceland, would take about three months, practically the same as from the United Kingdom to Australia. To such a remote community, therefore, the telegraph must come as an ordinary boon—it is an event, indeed, in its history of momentous and far-reaching consequence. Denmark and Iceland have put the scheme through. When the new system of wireless telegraphy was so far perfected as to be successfully worked at long distances it was suggested that communication by this means alone could be obtained with Iceland and might be sufficient. This, in fact, was actually accomplished. On June 26, 1905, Iceland was partially at least put into communication with the outer world by means of the Marconi system of wireless telegraphy. The messages were sent from one of the Marconi stations in the north of Scotland, but the apparatus at Reykjavik was only able to receive the messages, not to send them.

The cable proceeds from the Shetland Islands to Thorshavn, the biggest town in the Faroe Islands, and from there goes direct to the east coast of Iceland, from which an overland line will be carried to Reykjavik, the capital of Iceland, which line will also touch several smaller Icelandic towns. It was found that the most suitable place to land the Shetland end of the cable was at Lerwick, a small bay on the west side of the islands, near Scalloway. The work of laying the cable from Shetland to Faroe was begun in July this year by the telegraph steamer *Cambrian*. At half past 4 o'clock on the morning of Monday, July 30, the final connections were made, and at 5:38 A.M. Mr. Stump, the postmaster of Lerwick, "shook hands" with Thorshavn and the remote Faroe Islands were brought into telegraphic communication with the rest of the world. The *Cambrian* thereafter proceeded to the laying of the cable from Faroe to Iceland. This task was successfully completed on Saturday, August 25, when communication was established between Seydisfjord and Shetland.

The construction of the land wire from Seydisfjord to Reykjavik is being proceeded with. Seydisfjord is a town with about 1,000 inhabitants. Reykjavik has a population of about 4,000. As the distance between these two towns is about 250 miles and as the roads are practically only bridge-roads, the only means of communication is by horse, the journey occupying from two to three weeks. A telegraph line between the two towns will therefore be of immense advantage. Telephone lines will be used in Iceland to connect the smaller towns with the main telegraph line, and the telephone will also be utilized in Faroe for the same purpose. It is expected that the land wire will be completed by the end of this month. The cost of telegraphing to Faroe from this country is 5 pence a word and to Iceland 8 pence a word.

The director of the Meteorological Office, London, has arranged with the Danish Government for the transmission, from October 1, of a daily weather report from Iceland, which it is believed will be of much use for forecasting purposes.

Shipping.

Arrivals.

Liangchow, Br. s.s., 1,200, H. Harder, 21st Feb.—Sundakan 17th Feb., Timber—B. & S.
Taming, Br. s.s., 1,350, A. W. Outerbridge, 22nd Feb.—Manila 19th Feb., Gen.—B. & S.
Taisang, Br. s.s., 1,544, D. Christie, 22nd Feb.—Sundakan 17th Feb., Gen.—B. & S.
Sungking, Br. s.s., 987, C. Pennesfather, 22nd Feb.—Shanghai 19th Feb., Gen.—B. & S.
Maefoo, Ch. s.s., 1,318, I. McArthur, 22nd Feb.—Canton 21st Feb., Gen.—C. M. S. N. Co.
Quinta, Ger. s.s., 987, Fruhm, 22nd Feb.—Canton 21st Feb., Gen.—S. & Co.
Landrat Scheff, Ger. s.s., 1,012, H. Grandt, 22nd Feb.—Canton 21st Feb., Gen.—S. & Co.

Clearances at the Harbour Office.

Quarta, for Saigon.
Albena, for Shanghai.
Progress, for Saigon.
Kiangching, for Haiphong.
Sungking, for Canton.
Rotho, for Diamond Island.
Tatung, for Saigon.
Rubi, for Manila.

Departures.

Feb. 22.
Macedonia, for Shanghai.
Nikko Maru, for Manila.
Bink Thuan, for Hongkong.
Skuld, for Saigon.
Hatching, for Swatow.
Kanchow, for Shanghai.
Kowloon, for Saigon.
Arratoon Apar, for Shanghai.
Banglo, for Nagasaki.
Progress, for Saigon.
Rotho, for Dell.
Brasilia, for Shanghai.
Loongann, for Manila.
Kina, for Saigon.
Yikang, for Canton.

Passengers arrived.

Per Taisang, from Swatow—Mr. and Mrs. Peenice and child, 14 Chinese, and 2 Japanese.
Per Taming, from Manila—Mr. and Mrs. Douglas, Messrs. H. Krui, Westfall, J. Alm, Miss Mary Adams, Mr. Adams, Dr. and Mrs. Pierce, Mr. Droyie, Mrs. and Miss Day, Messrs. J. R. Mott, W. R. Stewart, Mr. and Mrs. Buckmann, and 31 Chinese.

Shipping Reports.

Str. Taming, from Manila—Experienced moderate N.E. monsoon and moderate sea, weather fine and clear with cloudy sky.

Vessels in Port.

Steamers.

Anghin, Ger. s.s., 1,250, Chr. Kumpel, 15th Feb.—Bangkok 6th Feb., Rice—B. & S.
Borneo, Ger. s.s., 1,344, F. Sembill, 17th Feb.—Sundakan 12th Feb., Gen.—M. & Co.
Chelching, Ger. s.s., 1,021, S. Simonson, 17th Feb.—Bangkok 30th Jan., Rice and Gen.—B. & S.
Chowtai, Ger. s.s., 1,115, W. Mollermaun, 17th Feb.—Bangkok 4th Feb., Rice and Gen.—B. & S.

Clara, Jap. s.s., 1,701, J. Iversen, 17th Feb.—Sundakan 12th Feb., Rice—J. & Co.
Copit, Br. s.s., 2,744, A. Dixon, 17th Feb.—San Francisco 17th Jan., Honolulu 24th, Yokohama 7th Feb., Kobe 9th, Nagasaki 10th, and Shanghai 12th, Mails and Gen.—O. & S. S. Co.
Devanha, Br. s.s., 4,787, T. H. Hilde, R.N.R., 21st Feb.—Shanghai 19th Feb., Mails and Gen.—P. & O. S. N. Co.
Empress of Japan, Br. s.s., 1,039, Henry Pybus, R.N.R., 13th Feb.—Vancouver 23rd Jan., and Shanghai 11th Feb., Mails and Gen.—C. P. R. Co.

Gregory Ancar, Br. s.s., 1,961, S. H. Belson, 18th Feb.—Nagasaki 14th Feb., Gen.—D. S. & Co., Ltd.
Hokuriku, Jap. s.s., 1,293, S. Saida, 17th Feb.—Japan 12th Feb., Coal—Gilmann & Co.
Joshin Maru, Jap. s.s., 702, H. S. Smith, 20th Feb.—Tamsui via Ports 17th Feb., Gen.—O. S. K.

Kaifong, Br. s.s., 985, E. Fin'vson, 20th Feb.—Cebu and Iloilo 16th Feb., Sugar—B. & S.
Kashima Maru, Jap. s.s., 1,746, A. Nomura, 20th Feb.—Kobe 11th Feb., Gen.—Order.
Kintuck, Br. s.s., 2,916, B. C. Lewis, 14th Feb.—Singapore 8th Feb., Gen.—B. & S.
Kiuikiang, Br. s.s., 1,228, H. A. Wavell, 20th Feb.—Canton 20th Feb., Gen.—B. & S.
Kohsiang, Ger. s.s., 2,997, C. Rosiefsky, 15th Feb.—Bangkok 11th Feb., Rice—B. & S.

Kueichow, Br. s.s., 1,216, Hooker, 20th Feb.—Beru 13th Feb., Coal—B. & S.
Kwangsue, Br. s.s., 1,228, A. Stott, R.N.R., 20th Feb.—Kuchinotzu 14th Feb., Coal—B. & S.

Marie, Ger. s.s., 1,169, J. Petersen, 17th Feb.—Sundakan 13th Feb., Rice—J. & Co.
Monteagle, Br. s.s., 3,053, S. Robinson, 14th Feb.—Vancouver 20th Aug., and Shanghai 11th Sept., Flour, Lead and Gen.—C. P. R. Co.
Neil MacLeod, Am. s.s., 907, E. Corral, 10th June.—Manila 16th June, Ballast—Barretto & Co.

N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June.—Manila 9th June, Ballast—Barretto & Co.
Phuenphen, Br. s.s., 1,006, J. H. Scott, 17th Feb.—Sundakan 12th Feb., Rice and Gen.—W. F. S. S. S.

Phuyen, Fr. s.s., 2,500, Rouillon, 15th Feb.—Sundakan 11th Feb., Rice—B. & S.
Promethee, Nor. s.s., 1,033, O. Kornestuen, 20th Feb.—Bangkok 12th Feb., Rice and Gen.—N. Y. K.

Protea, Nor. s.s., 1,074, N. C. Krabbe, 17th Feb.—Bangkok 10th Feb., Rice and Gen.—N. Y. K.
Rajah, Ger. s.s., 1,275, A. Denker, 18th Feb.—Bangkok 10th Feb., Rice and Teak—M. & Co.

Rubi, Br. s.s., 1,611, R. W. Almond, 18th Feb.—Manila 16th Feb., Gen.—S. T. & Co.
Samsen, Ger. s.s., 1,010, F. Schmetz, 20th Feb.—Bangkok 12th Feb., Rice and Wool—B. & S.

Sarsogan, Am. s.s., 428, Vitteria, 7th Sept.—Manila 4th Sept., Ballast—Order.
Sexta, Ger. s.s., 991, H. Kruff, 17th Feb.—Sundakan 12th Feb., Rice—S. & Co.
Signal, Ger. s.s., 960, G. Schliakler, 8th Feb.—Singapore 29th Jan., and Hoihow 7th Feb., Gen.—J. & Co.

Sp' Nor. s.s., 870, A. Steen, 18th Feb.—Sundakan 12th Feb., Rice—Aagaard, Thorshavn & Co.
Tacoma, Am. s.s., 9,606, E. W. Roberts, 28th Jan.—Tacoma via Japan 15th Dec., Gen.—D. S. & Co., Ltd.

Tijlajap, Dut. s.s., 2,475, P. J. van Emmerick, 12th Feb.—Mojl 7th Feb., Coal—J. C. J. L.
Tremont, Am. s.s., 9,606, W. Gardick, 17th Feb.—Seattle 11th Jan., and Manila 17th Feb., Gen.—D. S. & Co., Ltd.

Ulv, Nor. s.s., 884, J. Pedersen, 17th Feb.—Sundakan 12th Feb., Rice and Paddy—Aagaard, Thorshavn & Co.
Undine, Nor. s.s., 1,113, H. Thorkjornsen, 23rd Dec.—Chetoo 17th Dec., Gen.—Aagaard, Thorshavn & Co.
Varg, Nor. s.s., 874, H. Brorud, 17th Feb.—Sundakan 12th Feb., Rice—Aagaard, Thorshavn & Co.

Victoria, Ch. s.s., 924, I. F. Messer, 21st Feb.—Swatow 20th Feb., Ballast—Hong Fat.
Victoria, Swed. s.s., 930, J. A. Hellberg, 16th Feb.—Saigon 11th Feb., Rice and Rice Flour—Aagaard, Thorshavn & Co.
Yikang, Br. s.s., 1,236, Thomas, 18th Feb.—Wakamatsu 12th Feb., Coal—J. M. & Co.
Yrusa, Am. s.s., 460, H. Nelson, 16th Oct.—Amoy 14th Oct., Ballast—Yong Chung.

SAILING VESSELS.

Ponape, Ger. s.s., 220, H. Martens, 31st Dec.—Yap 20th Dec., Ballast—German Consul.
Prince George, bk., 475, A. R. Anderson, 18th Oct.—Manila 16th Sept., Old Iron—Order.

Steamers Expected.

Vessel	From	Agents	Due
Shinano Maru	Shanghai	N. Y. K.	Feb. 23
H'kong Maru	Manila	T. K. K.	Feb. 24
Banca	Singapore	P. & O. Co.	Feb. 24
Preussen	Shanghai	M. & Co.	Feb. 25
Kagoshima	Japan	N. Y. K.	Feb. 26
Kutsang	Singapore	J. M. & Co.	Feb. 26
Prinz Ludwig	Colombo	M. & Co.	Mar. 1
Changsha	Sydney	B. & S.	Mar. 13

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Vessel	From	Agents	Due
Kwongchow	at Kowloon Dock		
Prinz Waldemar	"	"	"
Emeraude	"	"	"
Sorogon	"	"	"
Fronde	"	"	"
Z. Y. de Aldecoa	"	"	"
Tijlajap	"	"	"
Ulv	"	"	"
Victoria	"	"	"
Wongkol	"	"	"
Prinz Sigismund	"	"	"
Rubis	"	"	"
Saphir	"	"	"
Peng Fel	Cosmopolitain	"	"
Hosam	"	"	"
S.M.S. Planet	"	"	"

Ships Passed The Canal.

22nd January—*Bengale, Flinthirste, Denbig, Hall, Glauco, Manila, 21st January—Roon, Radnorshire, Slavonia, Suvila, Tonkin, Prince Elit Friedrich, Komohara Maru, Princess Alice, 29th January—Kowang, S. J. Polyphemus, Tenshi, Briconshire, Drumcliff, Elkantara, Glenstra, Radara, St. Domingo, St. Patrick, 1st February—C. Ferd. Lauer, Calchas, Dardanus, Verona, Yarra, Namur, Nile, 5th February—Ranlaus, Ramlund, Keumun, Paris, Aldeira, Blucrois, Habib, Libera, Siberia, 8th February—Ceylon, Antenor, Ernest Simons, Hitiachi Maru, Samaki Maru, Amster, Bellerophon, Hohenstaufen, Kwongeng, Prince Ludwig, Vandalla, 12th February—Neptulus, Erskersog, Franz Ferdinand, 15th February—Salante, Oanfa, Agamemnon, Ping Sui, St. George, Nubla, Rintvilde, 19th February—Achille, Banvunus, Japan, Zieten.*

Arrivals at Home—22nd January—*Polynesian, Sithonia, Trieste, Prince Regent, Lufbold, 25th January—Merionshire, Myrmidon, 28th January—Maxagon, 29th January—Rhenania, 1st February—Glenavon, Prince Elit Friedrich, Yaddo, Renmahr, Braemar, Pak Ling, 4th February—Formosa, 5th February—Kennedy, Sigovia, Yarra, Kamakura Maru, 12th February—Glauco, Slam, Elkantara, 15th February—C. Ferd. Lauer, Flinthirste, Keumun, Hitiachi Maru, St. Domingo, 19th February—Namur.*

Post Office.

A Mail will close for—

Saigon—Per Taisang, 23rd Feb. 8 A.M.
Bangkok—Per Chelching, 23rd Feb. 9 A.M.
Bangkok—Per Chowai, 23rd Feb. 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Copit, 23rd Feb. 10 A.M.
Manila—Per Rubi, 23rd Feb. 10 A.M.
Ningpo and Shanghai—Per Kiuikiang, 23rd Feb. 10 A.M.
Europe, &c., India via Tuticoria—Per Devanha, 23rd Feb. 11 A.M.
Bangkok—Per Proteus, 23rd Feb. 1 P.M.
Macao—Per Sui Tai, 23rd Feb. 1.15 P.M.
Singapore, Penang and Calcutta—Per Gregory Apar, 23rd Feb. 2 P.M.
Tientsin—Per Chongshing, 23rd Feb. 5 P.M.
Kudat and Sandakan—Per Horner, 23rd Feb. 5 P.M.
Swatow, Amoy and Tamsui—Per Joshin Maru, 23rd Feb. 5 P.M.
Amoy, Moj, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Tromont, 24th Feb. 9 A.M.
Macao—Per Sui Tai, 25th Feb. 1.15 P.M.
Cebu and Iloilo—Per Katsong, 25th Feb. 3 P.M.
Macao—Per Sui Tai, 26th Feb. 1.15 P.M.
Manila—Per Taming, 26th 3 P.M.
Shanghai and Chinkiang—Per Kwangsi, 26th Feb. 3 P.M.
Swatow, Amoy, Foochow and Shanghai—Per Shaka Maru, 26th Feb. 5 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Monopole, 27th Feb. 10 A.M.
Europe, &c., India via Tuticoria—Per Preussen, 27th Feb. 11 A.M.
Macao—Per Sui Tai, 27th Feb. 1.15 P.M.
Tientsin—Per Kwangsi, 27th Feb. 3 P.M.
Manila, Simpsonhafen, Fr. Wilhelmshaven, Hebertshöhe, Marapi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Prinz Waldemar, 28th Feb. 11 A.M.
Macao—Per Sui Tai, 28th Feb. 1.15 P.M.
Shanghai—Per Yachow, 1st Mar. 3 P.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Eastern, 2nd Mar. 11 A.M.
Manila—Per Zeffra, 2nd Mar. 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Hongkong Maru, 5th Mar. 10 A.M.
Europe, &c., India via Tuticoria—Per Australien, 5th Mar. 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Titian, 8th Mar. 3 P.M.
Yokohama and Kobe—Per Changsha, 18th Mar. 3 P.M.
Europe, &c., India via Tuticoria—Per Tonkin, 19th Mar. 11 A.M.
Europe, &c., India via Tuticoria—Per Ernest Simons, 2nd April, 11 A.M.

Money Letters—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where registration has been neglected will make no enquiries into alleged losses of such letters (Postal Guide 121.)

The Postal Guide for 1907, and the revised tariff of Parcel Post Rates are now ready and on sale at the General Post Office and all the British Postal Agencies in China.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, P. R. Kuoze, P.
Alan, Miss A. J. Lehrs, P.
Alan, Mr. and Mrs. J. Linton, P.
Aston, F. W. Little, T. M.
Bailey, Mr. and Mrs. Lorber, H. M.
Barnes, Mr. and Mrs. Longdon, Mr. & Mrs. J. M. S. and nurse Magil, E. B.
and a childen Marriot, Dr. O.
Battiscombe, H. G. Marshall, F. B.
Beattie, R. B. Massey, Miss K. A.
Biervliet, A. Van (Vice-Maxwell, Miss A.
Consul for Belgium) McCraith, J. W.
Bishop, J. L. McNeil, C.
Binney, Mr. & Mrs. S. Moore, S.
Binney, Miss Moore, Dr. and Mrs.
Blanch, Mr. and Mrs. W. E. A.
N. F. Morley, G. E.
Bonnet, F. Morse, Mr. and Mrs.
Bowle-Evans, Major R. C.
Brewer, Dr. A. Mott, J. R.
Brewer, Mr. and Mrs. Newborn, Mr. & Mrs.
W. W. R. H.
Brighton, F. G. Newington, A. G.
Broughall, Mr. & Mrs. Nieter, H. F.
Brayfield, F. P. Peake, W.
Campbell, L. F. Perkins, Mr. and Mrs.
Carter, Mr. and Mrs. T. L.
W. L. Perry, Mr. and Mrs. J.
Carter, A. H.
Chanter, Mr. and Mrs. Pfordten, A. R. Von
Chanter, Miss
Chapman, H. K. V. C. Philpot, L. D.
Major A. Pictou, J. B.
Chapman, B. F. Pollock, F.
Chatham, Hon. & Mrs. Powell, A. A.
W. W. Power, H.
Chatham, Miss Preshaw, C. M.
Chichester, D. A. A. G. Pritchard, H.
D. S. O. Major A. A. Read, Miss
Chichester, Mrs. A. A. Reid, H. J.
Clark, M. O. Riecken, T.
Clark, Mr. and Mrs. Roach, Mrs. J. S. and
T. W. child
Clegg, R. N., Eng. L. Robinson, Mrs. C. S.
and Mrs. and 2 children
Colman, H. J. Rowland, S. B.
Colvin, H. E. Rush, Comdr. and Mrs.
Connor, J. L. U.S.N.
Coulthart, J. Sanders, Miss F. E.
Crichton, Mr. and Mrs. Sargent, Capt. & Mrs.
F. H. and 2 children
Crook, A. H. Shattock, Miss
Cruckshank, A. Shepherd, Mr. & Mrs.
Darell, Mrs. E. Bruce
Davies, F. S. O. Sia, Dr. T. B.
Davis, Mrs. E. R. Singer, W.
Deans, F. B. Subaland, P. D.
Donald, Mr. and Mrs. Slocum, Capt. and Mrs.
S. L. H.
Doohill, F. H. Smallman, Mr. and
Dowley, Mr. and Mrs. Mrs. H. F.
W. A. Smyth, F. W.
Downing, Mr. and Mrs. Solomon, L. P.
T. C. and infant Spittles, J. S.
Dunlop, G. A. Stebbing, W. T.
Duyre, P. G. Stephens, W. H.
Earl, Mr. A. Stewart, W. R.
Einhmann, W. Subaland, P. D.
Evan-Jones, Mr. and Mrs. Sweeting, H. S.
Mrs. E. Swindells, Dr. E.
Evans, E. G. Taggard, J. A.
Fairchild, H. J. Terrett, U.S.A., Major &
Finnie, W. Mrs. C. P.
Fischer, R. Terrett, Miss J. C.
Fisher, H. G. Thompson, Mr. & Mrs.
Fletcher, H. L. Thompson, Miss H. M.
Forde, F. H. Toledano, Th.
Franklin, C. E. Tredean, C.
Front, B. J. Uffel, W. Van
Fuller, Stuart J. Unbehaun, C. H.
(American Vice Consul General) Wakefield, Mrs. M.
Fuller, Denman Wall, Mr. and Mrs. J.
Garner, C. E. and infant
Goedecker, Mr. & Mrs. Waterhouse, K.
Grant, A. W. Westdahl, L. H.
Hanschid, Mr. & Mrs. Wheeler, Mr. and Mrs.
Hastings, A. A. H.
Hawley, Hon. E. A. Wheeler, H. S.
Hewitt, Mrs. E. A. Whiteway, Mr. & Mrs.
Howard, E. Williams, Miss L.
Jones, Capt. R. Williams, Mr. & Mrs. J.
Jameston, Mr. and Mrs. Wilson, Mr. & Mrs.
F. B. and valot Winkler, Mr. and Mrs.
Johnson, Mr. and Mrs. J. K.
A. Wisbart, J. B.
Joki, J. P. F. Wisbart, L. I.
Joseph, B. M. Wood, Miss D.
Joughin, J. Wood, G. G.
Kendall, R. B. An Young, J. A.
Krell, T.

CRAIGIEBURN.

Adams, M. and Mrs. F. Smith, Mr. and Mrs.
R. J. Grant
Dar on, F. H. Smith, E. Grant
Gaskell, Mr. and Mrs. Smith, Percy
Gitting, A. Webb, Mr. and Mrs.
Oliph, Dr. and Mrs. Montague
Pye, E. Burges

OCCIDENTAL.

Brown, Mr. W. S. Munro, Miss A.
Capell, Mr. and Mrs. Pellen, Mr.
J. R. and a childen Piper, C.
Farrow, Mr. and Mrs. Simpson, Mr. and Mrs.
J. L. K.
Gow, W. Simpson, Mrs. W. M.
Gow, Mrs. W. and a child
children
Lient. Com. Thomas, Lt. Comdr. L.
L. Whyte, Mr. and Mrs.
Lowy, J. C. N. and child

KING EDWARD.

Alberts, Dr. J. E. Mara, J. A.
Almond, Capt. & Mrs. Mara, Miss
Russell, McKay, T. D.
Aratton, C. M. Mara, Miss
Blount, W. M. Mara, Miss
Blount, Miss Mott, G.
Bramley, Harry Mott, G.
Brown, J. H. Nicholson, D. M.
Campbell, H. J. Norrie, I.
Colleyshaw, E. H. Mrs. and children
Corse, Jr., Mr. and Mrs. Oviado, F.
G. H. Patti, Dr. D.
Crawford, Henry Peacock, Miss Annie
Cunningham, Mr. and Mrs. Pease, Major & Mrs.
H. Mrs. A. Quinn, M. W.
Delaney, L. T. Ridge, Miss
Engelmann, Dr. Robertson, Alex.
Gondehaux, E. J. Rogus, P.
Guthrie, Geo. A. Ryley, Mr. & Mrs. J.
Henry, Mr. & Mrs. H.
H

MAILS.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA."
Captain T. H. Hido, carrying His Majesty's Mail, will be despatched from this for BOMBAY, TO-MORROW, the 23rd February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Brilliant*, 5,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and "Iron" for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on 6th April, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 22nd February, 1907.

"SHIRB" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE"
will be despatched for the above Ports, on TUESDAY, the 26th February.

For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 19th February, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, CALLAO
AND IQUIQUE VIA
JAPAN PORTS.

Will be sent to VALPARAISO if sufficient
inducement.

Steamers: Tons To sail
"GUENFARG" 4,000, March 16, at Noon
"KASUYO MARU" 6,100, April 25, at Noon

Taking Freight and Passengers to other
Eastern and Western Coast ports of South
America in connection with Steamers of the
Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with
Electric Light. A duly qualified Surgeon is
carried on each boat.

K. MATSUDA,
Manager,
York Building,
Queen's Buildings,
Hongkong, 19th February, 1907.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DUE,
ROUTE, EGYPT, MAR-
SEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN, AND
BLACK SEA PORTS.

The S.S. "AUSTRALIEN,"

Captain Verrou, will be despatched for
MARSEILLES on TUESDAY, the 26th March,
at 1 P.M.

This Steamer connects at Colombo with the
Australian line S.S. *Nera* bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TOKIN* 19th March.

S.S. *ERNEST SIMONS* and April.

S.S. *POLYNESIE* 16th April.

S.S. *VILLE DE LA CROIX* 30th April.

S.S. *SALAZIE* 14th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, 20th February, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Conducting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA.

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Tremont 9,606 T. W. Garlick. 23rd Feb.

Lyra 4,417 H. C. Armstrong

Shawmut 9,606 E. V. Roberts

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 15th February, 1907.

Intimations.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1875.

	One Case.	One Case.
	Qls.	Pts.
COGNAC	\$21.50	—
	19.00	—
	16.00	—
WHISKY, FINE MALT	19.00	—
JOHN WALKER	12.00	—
C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO.
ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES

BASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$11,000,000 \$10,000,000	\$1,721,558	{ £1.15/- and bonus of £1 @ 1/3 = 7/6 \$24.33 making \$40.30 for 1906	4 1/2 %	{ \$80 1/2 ex div. London \$208
National Bank of China, Limited	90,025	£7	£6	\$1,275 \$150,000	\$74,099	\$2 (London 3/6) for 1903	...	\$50
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$210,000	\$233,038	\$20 for 1905	6 1/2 %	\$205 sellers
North China Insurance Company, Limited	10,000	£15	£5	\$110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$7,000,000 \$40,000 \$31,134 \$153,844 \$59,279 \$80,000	\$2,792,271	Interim div. of 3/- for 1905	5 %	1895 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$61,278 \$15,527 \$100,000 \$2,616	\$508,334	\$12 and 5/- special dividend for 1904	9 1/2 %	\$160 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$2,616	\$344,098	\$6 for 1904	6 %	\$100
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$144,386 \$120,000	\$422,618	\$25 for 1904	6 1/2 %	\$385
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$24,688	\$6,563	\$11 for 1905	7 1/2 %	\$204
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$23,552 \$25,000	Nil.	\$21 for year ended 30.6.1906	7 %	\$56
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$144,386 \$120,000	\$20,170	\$1 for 2nd half-year making \$2.00 for 1906	6 1/2 %	\$30 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$280,958 \$3,990	2,412	10/- @ ex. 2/1 1/2 = \$4.69	5 1/2 %	\$86
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 20,000 \$4,000	Tls. 21,156	Interim div. of Tls. 1/- a/c 1906	9 %	Tls. 60 buyers
Do. (Preference)	100,000	£1	£1	\$4,144 \$5,000	107,815	1/- (Coupon No. 7) for 1906	2 1/2 %	18/- buyers
"Shell" Transport and Trading Company, Limited	10,000	£10	£10	\$120,000 \$132,000	3,218	{ \$1.50/- for year ending 30.6.1906 { 10.75	5 1/2 %	\$30 buyers
"Star" Ferry Company, Limited	10,000	£10	£10	Tls. 308,479 Tls. 18,000 Tls. 81,700	13,913	Interim div. of Tls. 2/- account 1906	8 1/2 %	Tls. 49 buyers
TELEPHONES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$85,000 \$450,000 \$86,129	10,914	Final of \$15 making \$25 for 1905	19 %	\$120 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	132,588	\$1 for 1907	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	\$50	\$50	\$100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	5 1/2 %	Tls. 75 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$110,000 \$26,011	12,546	{ Final of 1/- (No. 7) making 2/- for year ended 28.2.06	5 1/2 %	Tls. 104 buyers
Central Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	none	G. \$909,050	Interim of 50 cents for account 1906	10 %	G. \$10
Robt. Australian Gold Mining Company, Limited	10,000	£1	£1	\$4,873	48,745	No. 12 of 1/- = 48 1/2	...	181/- sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$77,000	\$8,918	\$2 for 1905	4 1/2 %	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	20,000	£10	£10	\$60,000 \$65,160 \$20,000	120,040	\$21 for a/c 1906	6 1/2 %	\$94 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	£50	£50	\$40,500 \$80,000	\$392,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$140 sales
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$80,000 \$1,000,000	\$2,221	\$1 for 1905	8 1/2 %	\$12
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210	Tls. 3,907	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 108 buyers
Shanghai and Hongkong Wharf Company, Limited	12,000	Tls. 100	Tls. 100	Tls. 57,005 none	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 250 sellers
Do. do. do. (new)	2,500	Tls. 100	Tls. 100	none	none	none	...	Tls. 225 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	7 1/2 %	Tls. 240 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	10 1/2 %	Tls. 105 sa. & b.
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$30,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$18 buyers
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	{ \$2.00 on \$12 for 1905 { 7 % on \$74 for 1905	...	\$164 buyers
Do. (new issue)	24,000	\$15	\$15	none	...	None	...	\$300 buyers
Do. (Founders)	123	\$15	\$15	\$64,075	110,057	\$5 for first half-year for 1906	8 1/2 %	\$193 sa. & b.
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$60,000 \$250,075	110,057	Final div. of \$31 making \$7 for 1906	6 1/2 %	\$107 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	Tls. 25,783 none	Tls. 1,935	Final of 6 % = 10 % for 1905	16 1/2 %	Tls. 15 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,000	Final of \$6 making \$10	12 1/2 %	\$80 sales
Humphreys Estate & Finance Company, Limited	15,000	\$10	\$10	\$208,386 \$50,000	\$11,667	80 cents for 1906	7 1/2 %	\$12
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$1,089	\$24 for 1906	6 1/2 %	\$371
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 869,193 Tls. 170,000	Tls. 12,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 206 sales
Do. do. do. (new issue)	26,000	Tls. 50	Tls. 25	Tls. 170,000	...	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	Tls. 69 sellers
West Point Building Company, Limited	12,500	£50	£50	none	\$1,519	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	\$104 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939 \$110,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	13 1/2 %	Tls. 75 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$110,000	\$21,660	\$12 for the year ending 31.7.06	10 1/2 %	\$140 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	9 1/2 %	Tls. 64 buyers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	6 %	Tls. 124 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	6 1/2 %	Tls. 300 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$97
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$814	\$856	1/3 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	\$1,097	\$3 for 1905	10 %	\$36
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	...	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 3 making Tls. 10 for 1905	17 1/2 %	Tls. 57 sales
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	\$81 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$115,000	\$855	80 cents for 1906	8 1/2 %	\$141 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$50,000	\$2,555	\$1.30 for year ending 31.7.1906	9 1/2 %	\$211
Green Island Cement Company, Limited	200,000	\$10	\$10	\$410,000 \$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %	\$211
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$20,893	\$24 for year ending 28.2.06	10 1/2 %	\$24 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	\$1.00 for 10 months ending 28.2.06	7 1/2 %	\$151 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,795	1st div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$105,000	\$4,361	Final of \$18 making \$22 for year ending 31.12.06	7 1/2 %	\$225 ex div. b.
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	15 1/2 %	\$64
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	388	Final of 50 cents making \$1 for the year	8 1/2 %	Tls. 264 sales
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	4th interim div. of Tls. 74 making Tls. 30 1/2 20 for a/c 1906	...	Tls. 264 sales
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3/- account 1906	6 1/2 %	Tls. 109 buyers
Do. do. do. (new)	8,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	17 %	Tls. 34
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 37,000 Tls. 2,300	Tls. 2,753	Interim div. of Tls. 5/- account 1906	14 1/2 %	Tls. 120 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 24,820 Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4/- on account 1906	5 %	Tls. 102 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906	...	Tls. 315
Shanghai Waterworks Company, Limited	8,175	£20	£20	...	...	Interim div. of 5/- for 1-year 1906	...	Tls. 385
South China Mining Posi, Limited	6,000	£20	£20	none	Dr. 841,934	None	...	125 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	none	3274	30 cts. (old) & 15 cts. (new) year ended 31.5.06	5 1/2 %	\$51
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 100 buyers
Tientsin Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$25,000	\$752	70 cents for year ended 31.5.1906	8 1/2 %	\$10
Do. (Founders)	100	\$10	\$10	...	...	\$9.90 for year ended 31.5.1906	6 1/2 %	\$12
Watson, (A. S.) & Co., Limited	50,000	\$10	\$10	\$300,000 \$25,000	\$7,734	Interim of 40 cents for account 1906	8 1/2 %	\$10
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$182	Final of 32 cts. making 80 cts. for the year ended 30th June 1906	10 1/2 %	\$74 buyers
DIVIDENDS PAYABLE.								
Hongkong and Whampoa Dock Co., Ltd.	10,000	Tls. 8.00	...	...	...	...	...	February 25th
Lau Kung Mow Cotton Co.	10,000	\$100	...	...	...	...	...	March 2nd
Green Island Cement Co.	10,000	Tls. 50	...	...	...	...	...	...
Soy Chee Cotton Spinning Co., Ltd.	10,000	\$40	...	...	...	...	...	...
Hongkong Fire Insurance Co.	10,000	Tls. 75	...	...	...	...	...	...
Langkat, etc.	10,000	...	...	...	...	...	...	...